



Grain Transportation Report

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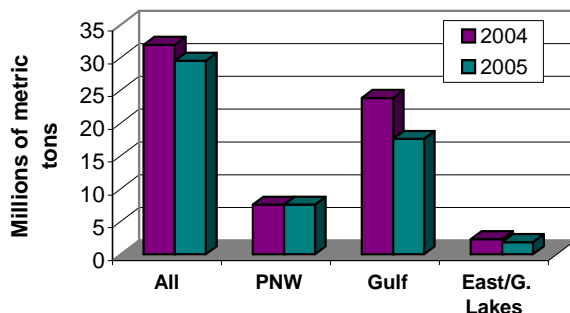
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release is
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Fourth Quarter Major Grain Inspections Decrease. During fourth quarter 2005, the Grain Inspection, Packers and Stockyards Administration (GIPSA) inspected 29.55 million metric tons (mmt) of wheat, corn, and soybeans for export from all U.S. ports (figure 1). This is 8 percent below fourth quarter 2004 and 1 percent below the 5-year average.

Figure 1 - Fourth Quarter Grain Inspections by Ports



Source: USDA/GIPSA

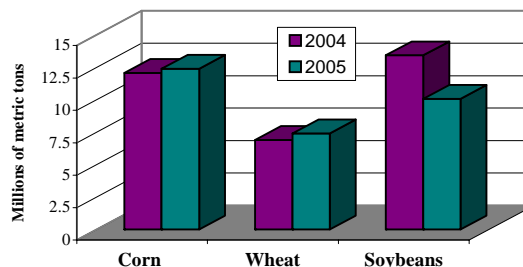
rate spread between the Gulf-to-Japan and Pacific Northwest (PNW) to-Japan resulted in increased PNW grain inspections. Fourth quarter PNW grain inspections totaled 7.58 mmt, up 3 percent from the previous year and 29 percent above the 5-year average. Fourth quarter East Coast/Great Lakes total grain inspections are down 20 percent from 2004 and 29 percent below the 5-year average.

Hurricanes Katrina and Rita disrupted grain transportation in the U.S. Gulf region. Consequently, fourth quarter U.S. Gulf grain inspections totaled 17.64 mmt, 26 percent below 2004 inspections. This is the lowest fourth quarter inspection estimate on record. U.S. Gulf grain inspections, however, have begun to recover since the hurricanes.

High Mississippi River system barge rates and the high ocean

Despite transportation disruptions caused by hurricanes in the Mississippi Gulf, fourth quarter corn inspections reached 12.39 mmt nationally, 3 percent higher than 2004 (figure 2). This increase was aided by the diversion of corn from the Mississippi Gulf to the Texas Gulf (See GTR dated 1/05/06). PNW corn inspections were 26 percent higher than the previous year because of increased demand from Taiwan. U.S. Gulf corn inspections, however, dropped 31 percent during the fourth quarter due to the hurricanes. According to the Foreign Agricultural Service (FAS), YTD corn exports to Mexico increased 7 percent while exports to Japan decreased slightly.

Figure 2 - Fourth Quarter Grain Inspections by Types



Source: USDA/GIPSA

Fourth quarter wheat inspections totaled 7.42 mmt, up 7 percent from 2004 (figure 2). This was due mainly to increased demand from Nigeria and Iraq, according to FAS. The Texas Gulf accounted for 71 percent of fourth quarter wheat inspections. Historically, the Texas Gulf accounts for half of the total fourth quarter wheat inspections.

Fourth quarter soybean inspections dropped 25 percent from 2004, to 10.07 mmt, primarily because of increased competition from South America. Soybean inspections decreased in all major export regions during the fourth quarter. YTD soybean exports, however, increased 12 percent from last year, according to FAS, with higher sales to China and Mexico.

According to FAS's U.S. Trade Internet System, year-to-date (YTD) grain exports were down 5 percent through November 2005. YTD exports to Japan dropped 2 percent but increased 9 and 18 percent to Mexico and China. Johnny.Hill@USDA.gov

Grain Transportation Indicators

Table 1--Grain transport cost indicators*

Week ending	Truck	Rail**	Barge	Ocean	
				Gulf	Pacific
02/01/06	167	80	229	146	168
Compared with last week	↑	↑	↑	↓	↑

*Indicator: Base year 2000 = 100; Weekly updates include truck = diesel (\$/gallon); rail = nearby secondary rail market (\$/car); barge = spot Illinois River basis (index = percent of tariff rate); and ocean = routes to Japan (\$/metric ton)

**The rail indicator is not an index. It is the difference between the nearby secondary rail market bid for this week and the average bid for year 2000 (+) 100.

Source: Transportation & Marketing Programs/AMS/USDA

Table 2--Market update: U.S. origins to export position price spreads (\$/bushel)

Commodity	Origin--destination	1/27/2006	1/20/2006
Corn	IL--Gulf	-0.62	-0.66
Corn	NE--Gulf	-0.79	-0.85
Soybean	IA--Gulf	-0.99	-0.98
HRW	KS--Gulf	-0.78	-0.79
HRS	ND--Portland	-1.42	-1.47

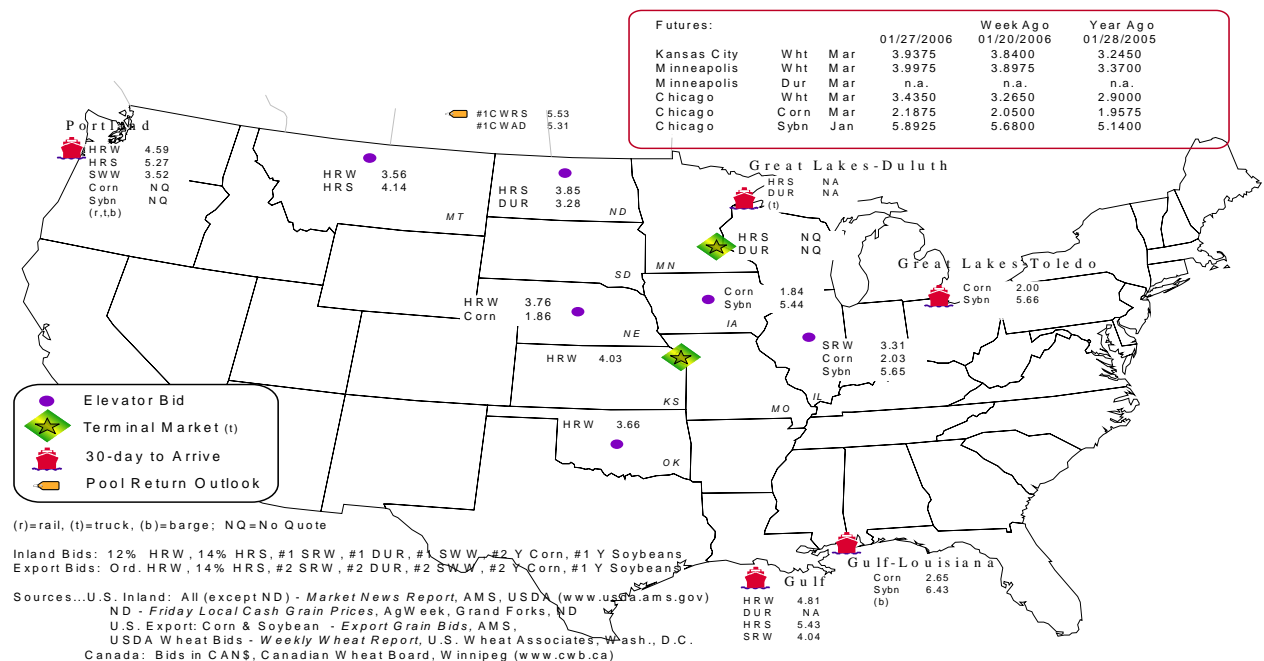
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1

Grain bid summary



Rail Transportation

Table 3--Rail deliveries to port (carloads)*

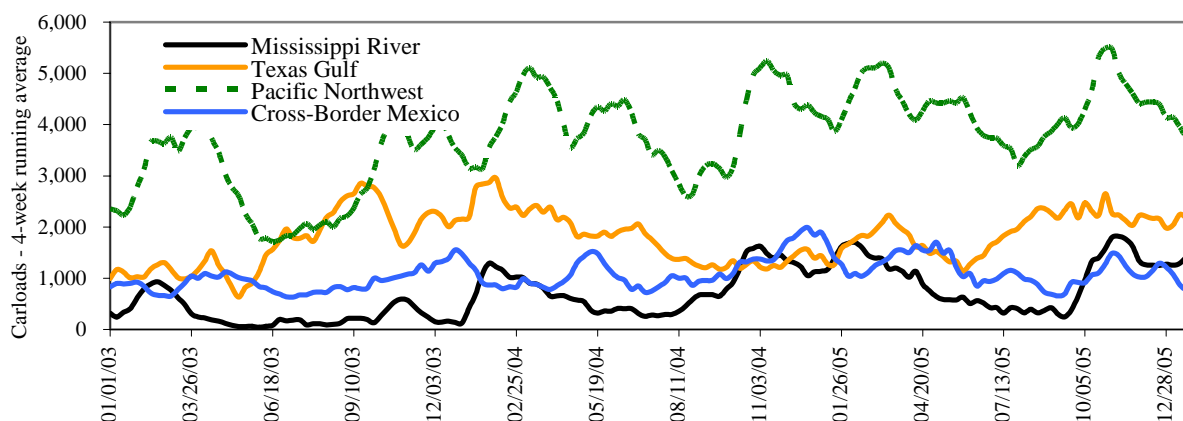
Week ending	Mississippi Gulf***	Texas Gulf	Cross-Border Mexico****	Pacific Northwest	Atlantic & East Gulf	Total
1/25/2006 ^p	2,581	1,544	1,063	4,394	644	10,226
1/18/2006 ^r	2,097	2,026	990	3,908	209	9,230
2006 YTD	7,228	8,452	3,003	16,417	2,041	37,141
2005 YTD	6,457	6,309	5,093	16,352	2,009	36,220
2006 as % of 2005	112	134	59	100	102	103
Total 2005**	50,677	99,864	60,879	223,328	15,752	450,500
Total 2004	43,102	92,073	59,102	209,625	10,986	414,888

(*) Incomplete Data; as of 9/22/04, Cross-Border movements included; (**) Includes 53rd week; (***) Mississippi Gulf data back to January, 2004 from several new sources has been added; (****) **Cross-border Mexico data for 2004 and 2005 has been amended to reflect amendments submitted by our sources.** YTD= year-to-date; p=preliminary data; r = revised data

Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

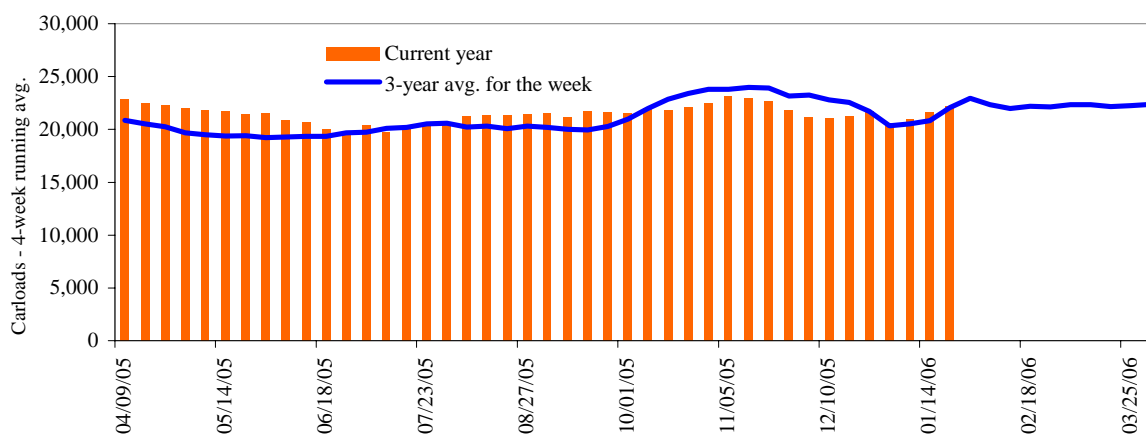
Rail deliveries to port



Source: Transportation & Marketing Programs/AMS/USDA

Figure 3

Total weekly U.S. grain car loadings for Class I railroads



Source: Association of American Railroads

Table 4--Class I rail carrier grain car bulletin (grain carloads originated)

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
01/21/06	3,155	3,568	10,006	556	5,803	23,088	5,452	5,677
This week last year	2,821	3,542	8,520	867	5,899	21,649	4,026	4,118
2006 YTD	10,221	10,532	30,253	1,887	18,623	71,516	15,488	13,923
2005 YTD	9,578	11,130	28,207	2,168	17,030	68,113	13,160	12,731
2006 as % of 2005	107	95	107	87	109	105	118	109
Total 2005	152,060	167,465	476,033	27,459	307,170	1,130,187	225,817	215,145

Source: Association of American Railroads (www.aar.org); YTD = year-to-date

Table 5--Rail car auction offerings*, week ending 01/28/06 (\$/car)**

Delivery for:	Mar-06	Apr-06	May-06
BNSF ¹			
COT/N. grain	no offer	no offer	\$4
COT/S. grain	no bids	no bids	\$1
UP ²			
GCAS/Region 1	\$90	no offer	no offer
GCAS/Region 2	\$139	no offer	no offer

*Auction offerings are for single-car and unit train shipments only.

**Average premium/discount to tariff, last auction

¹BNSF - COT = Certificate of Transportation

N includes: ID, MN, MT, ND, OR, SD, WA, WI, WY, and Manitoba, Canada.

S includes: CO, IA, IL, KS, MO, NE, OK, TX, NM, AZ, CA, UT, and NV.

²UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

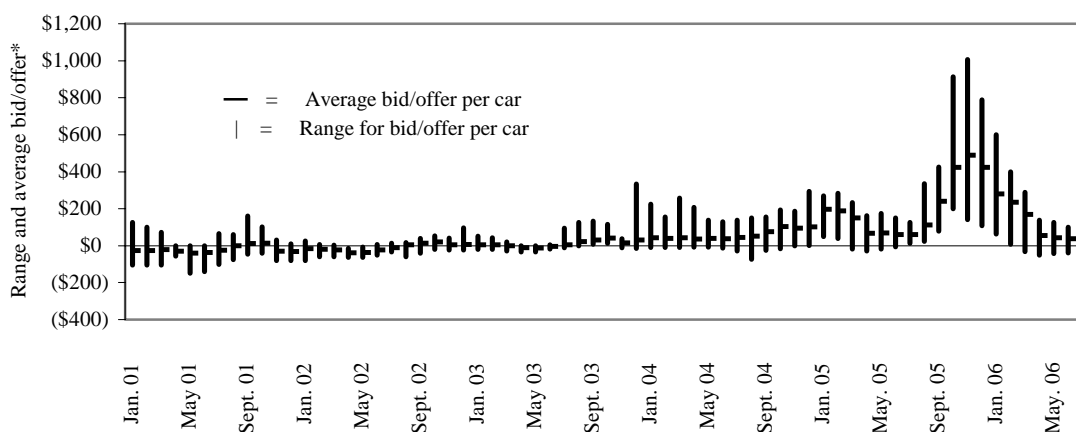
Source: Transportation & Marketing Programs/AMS/USDA

Rail service may be ordered directly from the railroad via **auction** for guaranteed service, or via tariff for nonguaranteed service, or through the secondary railcar market.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

Secondary rail car market, delivery month-year



*up to 6 months of trading

Source: Transportation & Marketing Programs/AMS/USDA

Average bid/offer is the simple average of all the weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Range for bid/offer shows the range of average weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Table 6--Weekly secondary rail car market, week ending 01/28/06 (\$/car)*

	Delivery period			
	Mar-06	Apr-06	May-06	Jun-06
BNSF-GF	-\$31	-\$25	-\$25	-\$13
Change from last week	-\$31	\$0	\$17	\$12
UP-Pool	\$0	-\$50	-\$38	-\$38
Change from last week	\$17	-\$50	\$0	\$0

*Average premium/discount to tariff, \$/car-last week

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,

Missing value = no bid quoted; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7--Tariff rail rates for unit and shuttle train shipments***Effective date:**

1/2/2006

	Origin Region	Destination Region	Rate/car	Rate/metric ton	Rate/bushel**
<u>Unit train*</u>					
Wheat	Chicago, IL	Albany, NY	\$1,861	\$20.51	\$0.56
	Kansas City, MO	Galveston, TX	\$2,020	\$22.27	\$0.61
	South Central, KS	Galveston, TX	\$2,450	\$27.01	\$0.74
	Minneapolis, MN	Houston, TX	\$2,420	\$26.68	\$0.73
	St. Louis, MO	Houston, TX	\$2,360	\$26.01	\$0.71
	South Central, ND	Houston, TX	\$4,261	\$46.97	\$1.28
	Minneapolis, MN	Portland, OR	\$3,963	\$43.68	\$1.19
	South Central, ND	Portland, OR	\$3,963	\$43.68	\$1.19
	Northwest, KS	Portland, OR	\$4,490	\$49.49	\$1.35
	Chicago, IL	Richmond, VA	\$2,161	\$23.82	\$0.65
Corn	Chicago, IL	Baton Rouge, LA	\$2,610	\$28.77	\$0.73
	Council Bluffs, IA	Baton Rouge, LA	\$2,470	\$27.23	\$0.69
	Kansas City, MO	Dalhart, TX	\$2,365	\$26.07	\$0.66
	Minneapolis, MN	Portland, OR	\$3,130	\$34.50	\$0.88
	Evansville, IN	Raleigh, NC	\$1,961	\$21.62	\$0.55
	Columbus, OH	Raleigh, NC	\$1,850	\$20.39	\$0.52
	Council Bluffs, IA	Stockton, CA	\$3,606	\$39.75	\$1.01
	Chicago, IL	Baton Rouge, LA	\$2,655	\$29.27	\$0.80
Soybeans	Council Bluffs, IA	Baton Rouge, LA	\$2,515	\$27.72	\$0.75
	Minneapolis, MN	Portland, OR	\$3,610	\$39.79	\$1.08
	Evansville, IN	Raleigh, NC	\$1,961	\$21.62	\$0.59
	Chicago, IL	Raleigh, NC	\$2,561	\$28.23	\$0.77
<u>Shuttle Train*</u>					
Wheat	St. Louis, MO	Houston, TX	\$1,820	\$20.06	\$0.55
	Minneapolis, MN	Portland, OR	\$3,763	\$41.48	\$1.13
Corn	Fremont, NE	Houston, TX	\$2,304	\$25.40	\$0.65
	Minneapolis, MN	Portland, OR	\$3,024	\$33.33	\$0.85
Soybeans	Council Bluffs, IA	Houston, TX	\$2,412	\$26.59	\$0.72
	Minneapolis, MN	Portland, OR	\$3,170	\$34.94	\$0.95

*A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

**Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

Table 8--Tariff rail rates for U.S. bulk grain shipments to Mexico, 2005

Effective date: 1/02/06

Commodity	Origin State	Border crossing region	Train size	Rate ¹	Rate/metric ton	Rate/bushel**
Wheat	KS	Brownsville, TX	Shuttle	\$2,851	\$29.13	\$0.79
	ND	Eagle Pass, TX	Unit	\$4,086	\$41.75	\$1.14
	OK	El Paso, TX	Shuttle	\$2,235	\$22.84	\$0.62
	OK	El Paso, TX	Unit	\$2,432	\$24.85	\$0.68
	AR	Laredo, TX	Unit	\$2,383	\$24.35	\$0.66
	IL	Laredo, TX	Unit	\$3,188	\$32.57	\$0.89
	MT	Laredo, TX	Shuttle	\$3,980	\$40.67	\$1.11
	TX	Laredo, TX	Shuttle	\$2,165	\$22.12	\$0.60
	MO	Laredo, TX	Shuttle	\$2,731	\$27.90	\$0.76
	WI	Laredo, TX	Unit	\$3,405	\$34.79	\$0.95
Corn	NE	Brownsville, TX	Shuttle	\$3,543	\$36.20	\$0.92
	NE	Brownsville, TX	Unit	\$3645*	\$37.24	\$0.95
	IA	Eagle Pass, TX	Unit	\$3,773	\$38.55	\$0.98
	MO	Eagle Pass, TX	Shuttle	\$3040*	\$31.06	\$0.79
	NE	Eagle Pass, TX	Shuttle	\$3440*	\$35.15	\$0.89
	IA	Laredo, TX	Shuttle	\$3,696	\$37.76	\$0.96
Soybean	IA	Brownsville, TX	Shuttle	\$3,318	\$33.90	\$0.92
	MN	Brownsville, TX	Shuttle	\$3,614	\$36.93	\$1.00
	NE	Brownsville, TX	Shuttle	\$3,127	\$31.95	\$0.87
	NE	Eagle Pass, TX	Shuttle	\$3,203	\$32.73	\$0.89
	IA	Laredo, TX	Unit	\$3,357	\$34.30	\$0.93

A unit train refers to shipments of at least 52 cars. Shuttle train are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

¹Rates are based upon published tariff rates for high-capacity rail cars.

*High-capacity rate not available, rate estimated using published low-capacity tariff rate x 1.08

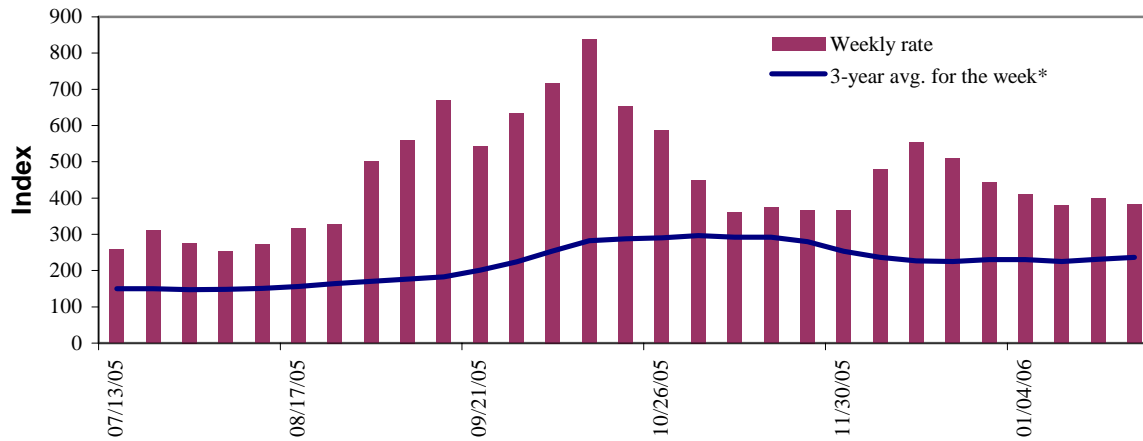
**Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

Sources: www.bnsf.com, www.uprr.com

Barge Transportation

Figure 5

Illinois River barge rate index - quotes



Note: Index = percent of tariff rate; *4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

The **Illinois River barge rate index** averaged 183 percent of the **benchmark tariff rates** between 1999 and 2001, based on weekly market quotes. The **index**, along with **rate quotes** and **futures market bids** are indicators of grain transport supply and demand.

Table 9--Barge rate quotes: southbound barge freight

Location	1/25/2006	1/18/2006	Feb. '06	Apr. '06
Twin Cities	n/a	n/a	n/a	368
Mid-Mississippi	n/a	n/a	n/a	317
Illinois River	383	400	370	323
St. Louis	357	393	333	307
Lower Ohio	324	363	312	311
Cairo-Memphis	279	351	281	287

Index = percent of tariff, based on 1976 tariff benchmark rate

Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:

(Index * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 6).

Note: The Illinois barge rate is for Beardstown, IL, La Grange Lock & Dam (L&D 8).

Figure 6

Benchmark tariff rates

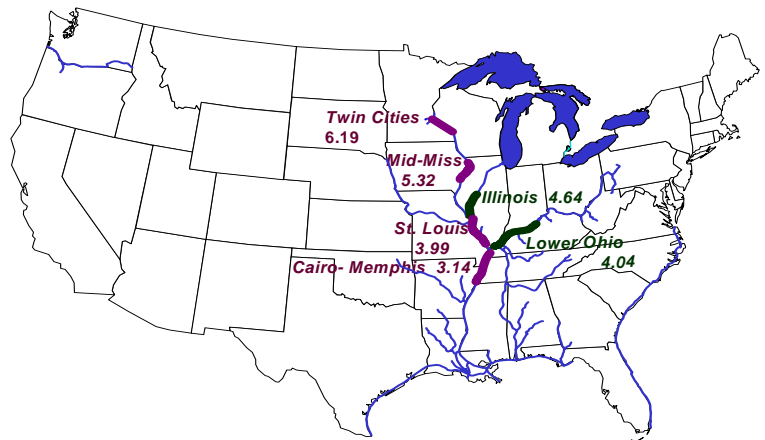
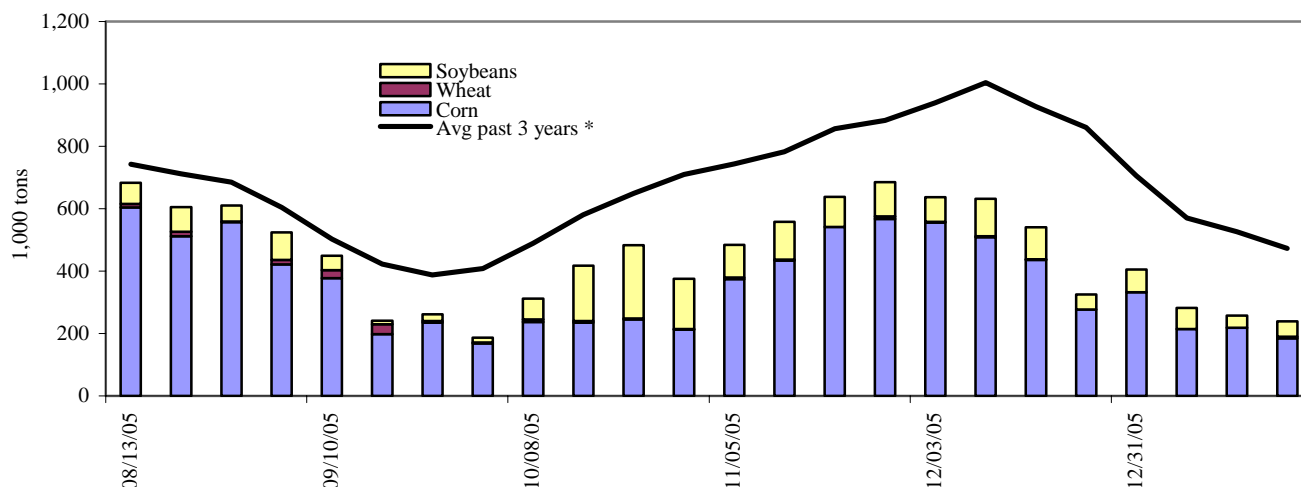


Figure 7

Barge movements on the Mississippi River (Locks 27 - Granite City, IL)

* 4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

Table 10--Barge grain movements (1,000 tons)

Week ending 1/21/2006	Corn	Wheat	Soybean	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	1	0	1	0	2
Alton, IL (L26)	194	3	51	0	248
Granite City, IL (L27)	185	5	49	0	239
Illinois River (L8)	139	2	45	0	186
Ohio River (L52)	171	11	57	0	239
Arkansas River (L1)	0	3	12	2	17
2006 YTD	1,117	58	412	63	1,650
2005 YTD	1,039	33	527	46	1,645
2006 as % of 2005 YTD	108	176	78	137	100
Total 2005	23,761	1,620	7,276	731	33,388

YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

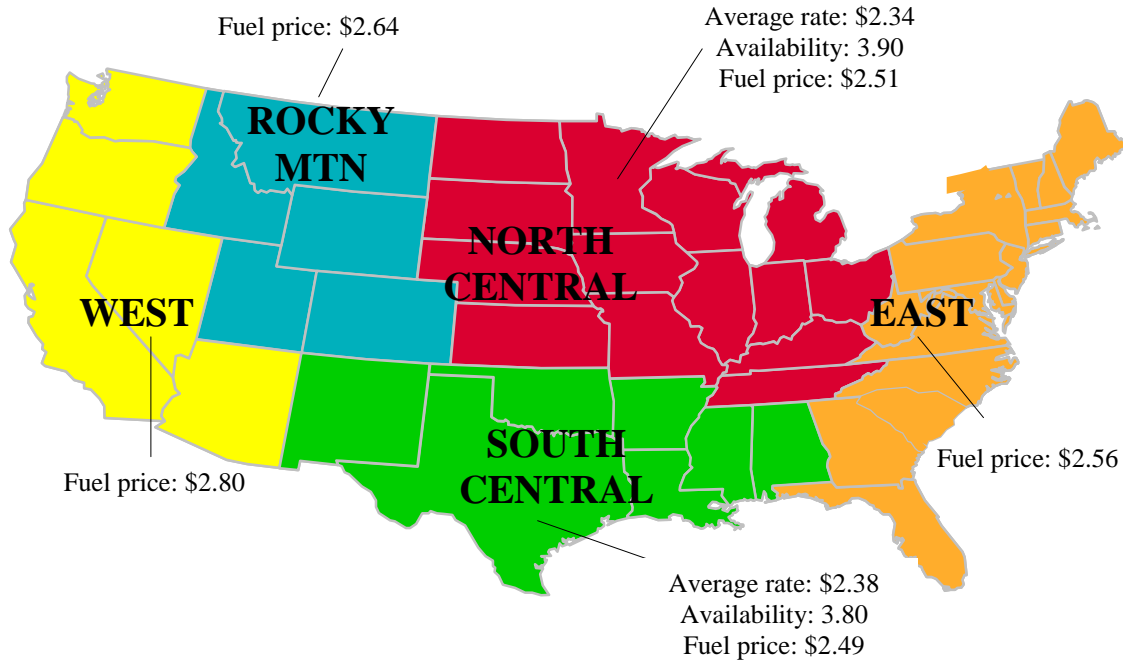
Source: U.S. Army Corp of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webbrpts/default.asp)

Note: Total may not add exactly, due to rounding

Truck Transportation

Figure 8

U.S. grain truck market advisory, 3rd quarter 2005*



*Average rate per loaded mile, based on truck rates for trips of 25, 100, and 200 miles

Note: Fuel prices are a quarterly average (unit per gallon)

Fuel price data source: Energy Information Administration, U.S. Department of Energy, www.eia.doe.gov

Table 11--U.S. grain truck market overview, 3rd quarter 2005

Region	25 miles	100 miles	200 miles	Truck availability	Truck activity	Future truck activity
	¹ Rate per mile			Rating compared to same quarter last year		
				1=Very easy to 5=Very difficult	1=Much lower to 5=Much higher	
National average²	3.16	2.38	2.04	3.6	2.9	3.2
North Central region	2.82	2.22	1.98	3.9	2.9	3.2
Rocky Mountain	4.23	2.28	1.96	2.4	2.8	3.2
South Central	2.73	2.28	2.14	3.8	3.0	3.3
West	4.54	3.29	2.65	3.7	3.3	3.0

¹Rates are based on trucks with 80,000 lb gross vehicle weight limit

²National average includes: AR, CO, IA, IL, IN, KS, LA, MN, MS, ND, NE, OH, OK, OR, SD, TX, and WA.

Source: Transportation and Marketing Programs/AMS/USDA

The **weekly diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

Table 12--Retail on-highway diesel prices*, week ending 1/30/06 (US\$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	2.530	0.014	0.482
	New England	2.661	-0.007	0.436
	Central Atlantic	2.618	0.008	0.446
	Lower Atlantic	2.481	0.019	0.502
II	Midwest ¹	2.431	0.008	0.477
III	Gulf Coast ²	2.455	0.023	0.515
IV	Rocky Mountain	2.474	0.039	0.528
V	West Coast	2.640	0.032	0.555
	California	2.733	0.059	0.607
Total	U.S.	2.489	0.017	0.497

*Diesel fuel prices include all taxes.

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

¹Same as North Central

²Same as South Central

Grain Exports

Table 13--U.S. export balances (1,000 metric tons)

Week ending 1/	Wheat						Corn	Soybeans	Total
	HRW	SRW	HRS	SWW	DUR	All wheat			
1/19/2006	2,159	310	1,083	742	116	4,410	7,416	4,524	16,350
This week year ago	1,386	392	1,192	590	105	3,664	6,840	5,116	15,620
Cumulative exports-crop year 2/									
2005/06 YTD	7,121	1,364	5,143	2,694	517	16,840	18,583	12,716	48,139
2004/05 YTD	6,305	2,518	5,247	3,498	408	17,976	18,878	17,439	54,293
2005/06 as % of 2004/05	113	54	98	77	127	94	98	73	89
2004/05 Total	9,407	3,217	8,083	4,773	686	26,117	44,953	29,878	100,948
2003/04 Total	12,697	3,785	6,928	4,895	1,053	29,359	47,704	24,108	101,171

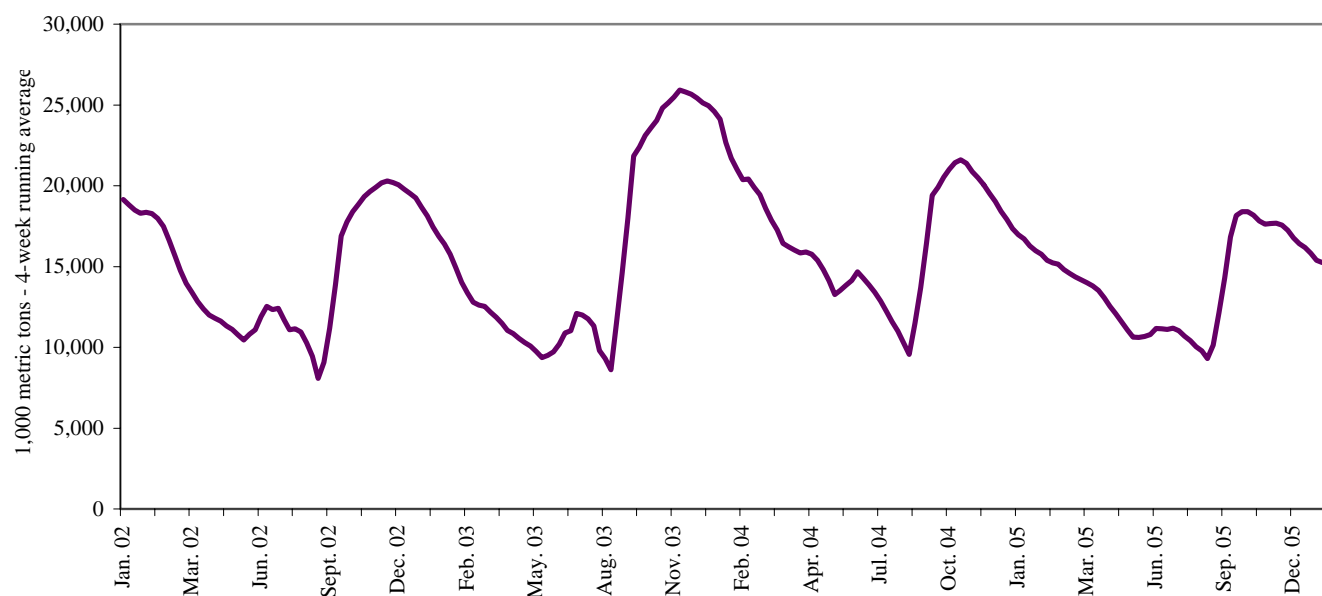
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current unshipped export sales to date

2/ = Shipped export sales to date

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Figure 9

U.S. grain, unshipped export balance, including wheat, corn, and soybean sales



Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 14--Select U.S. port regions - grain inspections for export (1,000 metric tons)

Week ending	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
01/26/06	293	176	117	91	699	350	228	5	0	586	1,141	232
2006 YTD	855	649	401	335	2,564	1,751	804	41	10	1,905	4,649	854
2005 YTD	981	590	577	451	2,389	2,436	366	66	0	2,148	5,276	433
2006 as % of 2005	87	110	70	74	107	72	219	61	0	89	88	197
2005 Total *	10,801	10,104	6,225	4,643	27,596	14,793	7,743	810	36	27,130	47,032	8,589

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD: year-to-date; *includes weekly revisions

The United States exports approximately one-quarter of the grain it produces. On average, it includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 55 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2004.

Figure 10

U.S. grain inspected for export (wheat, corn, and soybeans)

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Ocean Transportation

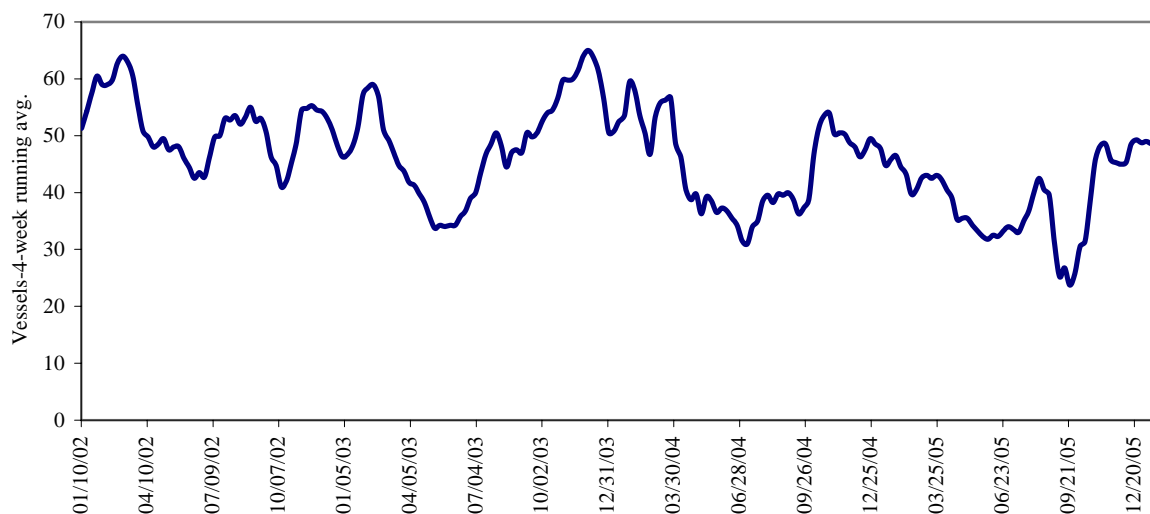
Table 15--Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest	Vancouver B.C.
	In port	Loaded 7-days	Due next 10-days	In port	In port
1/26/2006	25	43	81	13	7
1/19/2006	20	48	72	12	7
2005 range	(11..57)	(10..56)	(18..76)	(2..16)	(0..17)
2005 avg.	27	39	53	9	7

Source: Transportation & Marketing Programs/AMS/USDA

Figure 11

Gulf Port grain vessel loading (past 7 days)



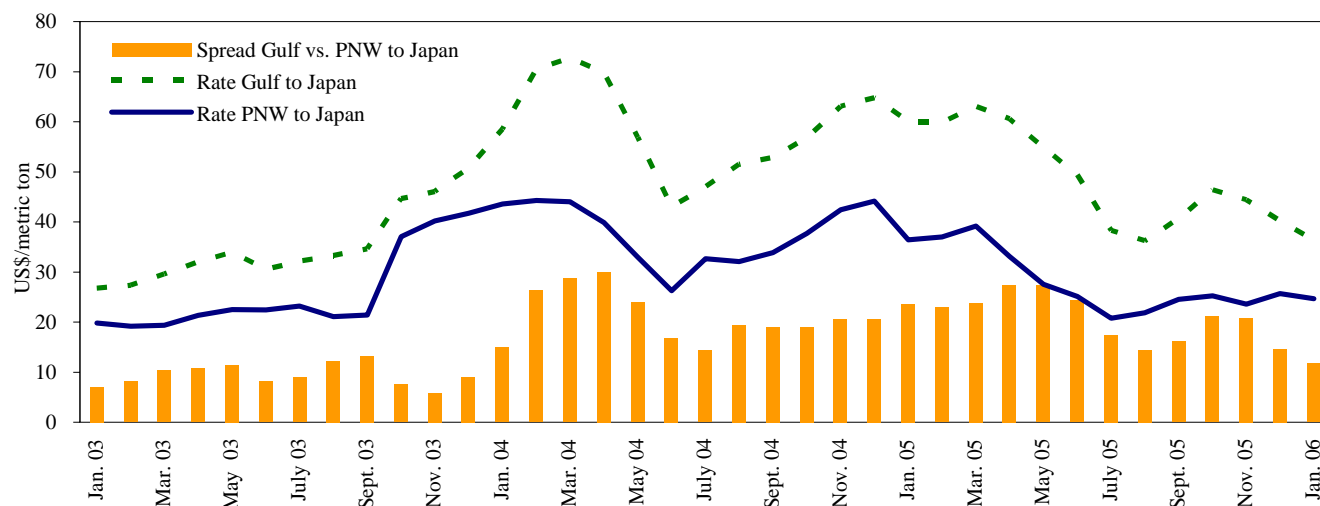
Source: Transportation & Marketing Programs/AMS/USDA

Table 16--Quarterly ocean freight rates (average rates & percentage changes) (US\$/metric ton)

Countries/ regions	2005 4 th qtr	2004 4 th qtr	Percent change	Countries/ regions	2005 4 th qtr	2004 4 th qtr	Percent change
Gulf to				Pacific NW to			
Japan	46.75	60.83	-23	Japan	---	---	---
China		56.35	---	Argentina/Brazil to			
N. Africa	31.75	---	---	N. Africa	42.67	---	---
Med. Sea	31.75	---	---	Mediterranean	40.20	---	---

Source: Maritime Research, Inc. (www.maritime-research.com)

Figure 12

Grain vessel rates, U.S. to Japan

Source: Baltic Exchange (www.balticexchange.com)

Table 17--Ocean freight rates for selected shipments, week ending 1/28/06

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate (\$/metric ton)
U.S. Gulf	Kenya*	Sorghum&Corn	Dec 29/Jan 9	15,450 / 3,200	89.23
U.S. Gulf	Japan	Hvy Grain	Jan 25/Feb 5	54,000	37.45
U.S. Gulf	China	Hvy Grain	Feb 1/10	55,000	32.00
Portland, Oregon	Saudi Arabia	Barley	Feb 1/5	55,000	27.00
Brazil	N. China	Hvy Grain	Feb 10/18	58,000	27.50
Germany	Spain Mediterranean	Wheat	Jan 1/7	50,000	12.75
Lithuania	Portugal	Wheat	Jan 6/10	25,000	15.00
Romania	Spain Mediterranean	Wheat	Jan 10/17	25,000	15.00
River Plate	Spain	Grains	Jan 25/Feb 10	45,000	29.00
River Plate	Poland	Soybean Meal	Jan 9/10	30,000	37.00

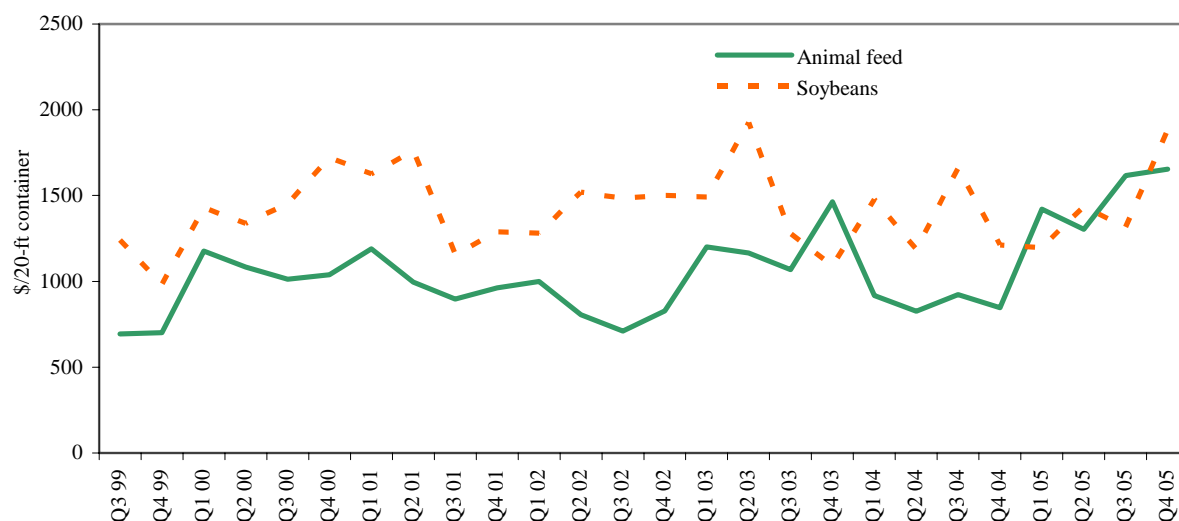
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

*75 percent of food aid from the United States is required to be shipped on U.S. flag vessels. The vessels are limited in availability resulting in higher rates. In addition, destinations receiving food aid generally lack adequate port unloading facilities, requiring the vessel to remain in port for a longer duration than normal.

Source: Maritime Research Inc. (www.maritime-research.com)

Figure 13

Weighted average rates¹ for containerized shipments of animal feed and soybeans to selected Asian countries



¹ Animal Feed: Busan-Korea (12%), Kaohsiung-Taiwan (34%), Tokyo-Japan (35%), Hong Kong (13%), Bangkok-Thailand (6%) and soybeans: Busan-Korea (1%), Keelung-Taiwan (89%), Tokyo-Japan (8%), Bangkok-Thailand (1%), Hong Kong (1%)

Quarter 4, 2005.

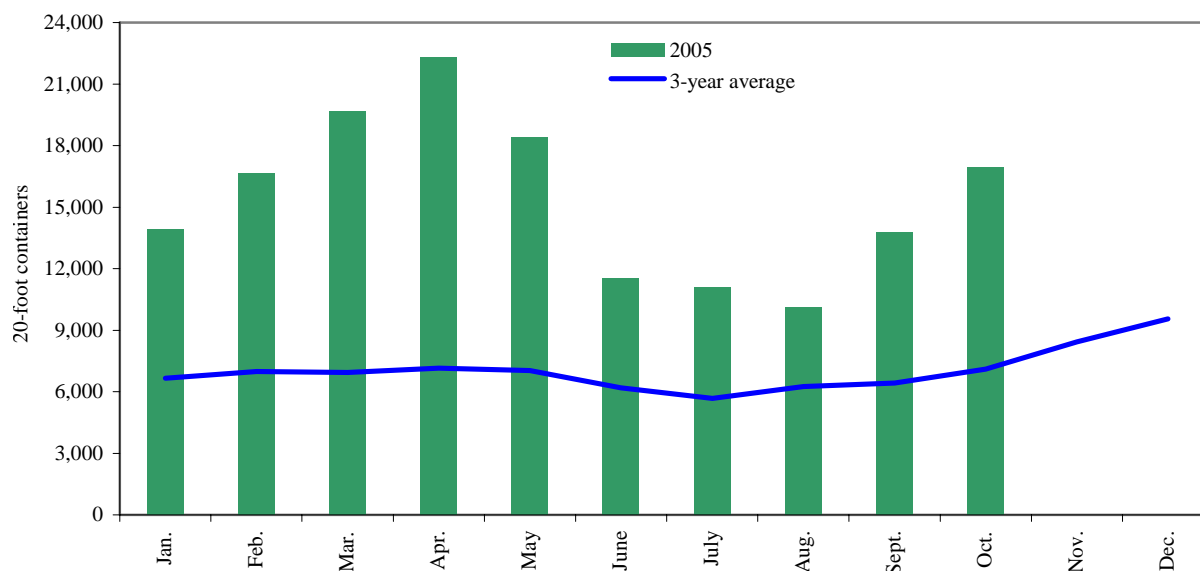
Source: Ocean Rate Bulletin, Transportation & Marketing Programs/AMS/USDA

Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

During 2004, containers were used to transport 2 percent of total U.S. grain exported, and 3 percent of total U.S. grain exported to Asia.

Figure 14

Monthly shipments of containerized grain to Asia for 2005 compared with a 3-year average



Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

Note: PIERS data is available with a lag of approximately 40 days

Brazil Transportation

Figure 15
Routes and Regions considered in the Brazilian soybean export transportation indicator¹



¹Regions comprised 84 percent of Brazilian soybean production, 2003
Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

Table 18--Truck rates for selected Brazilian soybean export transportation routes, 3rd quarter 2005

Route #	Origin ¹ (reference city)	Destination	Distance (miles) ²	Weight(%) ³	Freight price (per 100 miles) ⁴
1	Northwest RS ⁵ (Cruz Alta)	Rio Grande	288	16.6	4.39
2	North MT(Sorriso)	Santos	1190	10.1	6.99
3	North MT(Sorriso)	Paranaguá	1262	9.5	6.39
4	South GO(Rio Verde)	Santos	587	7.0	7.13
5	South GO(Rio Verde)	Paranaguá	726	5.6	5.60
6	North Center PR(Londrina)	Paranaguá	268	4.4	8.49
7	Western Center PR(Mamborê)	Paranaguá	311	3.9	5.88
8	Triangle MG(Uberaba)	Santos	339	3.8	9.93
9	West PR(Assis Chateaubriand)	Paranaguá	377	3.7	5.95
10	West Extreme BA(São Desidério)	Ilhéus	544	3.6	7.56
11	Southeast MT(Primavera do Leste)	Santos	901	3.6	6.76
12	Southeast MT(Primavera do Leste)	Paranaguá	975	3.3	6.14
13	Southwest MS(Maracaju)	Paranaguá	612	3.1	5.69
14	Southwest MS(Maracaju)	Santos	652	2.9	5.66
15	West PR(Assis Chateaubriand)	Santos	550	2.5	5.65
16	Western Center RS(Tupanciretã)	Rio Grande	273	2.4	5.60
17	Southwest PR(Chopinzinho)	Paranaguá	291	2.3	8.34
18	Eastern Center PR(Castro)	Paranaguá	130	2.3	9.53
19	South Center PR(Guarapuava)	Paranaguá	204	2.1	8.32
20	North Center MS(São Gabriel do Oeste)	Santos	720	2.0	5.25
21	Ribeirão Preto SP(Guairá)	Santos	314	1.5	7.98
22	Northeast MT(Canarana)	Santos	950	1.4	7.62
23	Assis SP(Palmital)	Santos	285	1.2	8.01
24	Northeast MT(Canarana)	Paranaguá	1075	1.2	6.72
Average			626	100	6.48

¹Although each origin region comprises several cities, the main city is considered as a reference to establish the freight price

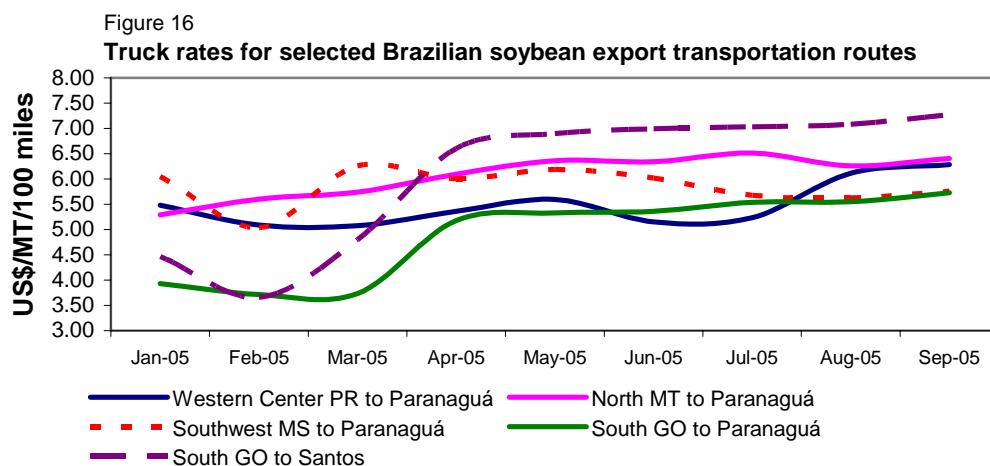
²Distance from the main city of the considered region to the mentioned ports

³The weight is directly proportional to the amount of production in each region

⁴US\$ per metric ton (average monthly exchange rate from "Banco Central do Brasil" was used to convert Brazilian reais to the U.S. dollar)

⁵RS = Rio Grande Do Sul, MT= Mato Grosso, GO = Goiás, PR = Paraná, MG = Minas Gerais, BA = Bahia, MS = Mato Grosso Do Sul, SP = São Paulo

Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS



Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

Table 19--Monthly Brazilian soybean export truck transportation cost index

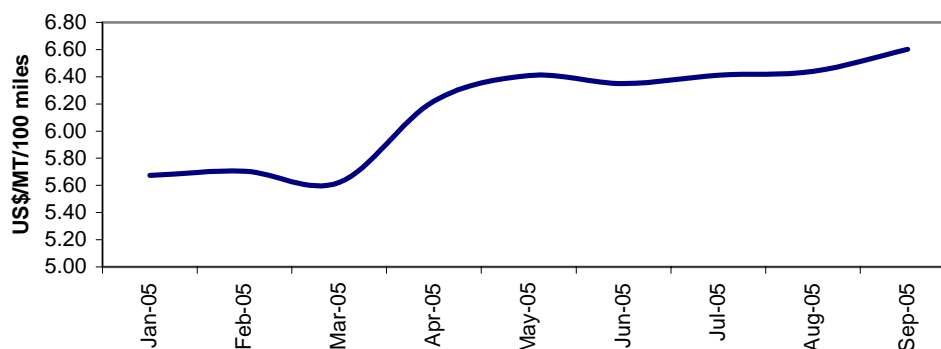
Month	Freight price* (per 100 miles)	Index variation (%) (Base: prior month)	Index value (Base: Jan. 05 = 100)
Jan. 05	5.67		100.00
Feb. 05	5.71	0.5	100.54
Mar. 05	5.62	-1.5	99.08
Apr. 05	6.22	10.6	109.61
May 05	6.41	3.1	112.96
Jun. 05	6.35	-0.9	111.90
Jul. 05	6.41	1.0	112.99
Aug. 05	6.44	0.4	113.46
Sep. 05	6.60	2.5	116.36

*weighted average and quoted in US\$ per metric ton

Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

Figure 17

Brazilian soybean export truck transportation weighted average prices, 2005



Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

Table 20--Quarterly ocean freight rates for shipping soybeans from selected Brazilian ports to Hamburg, Germany (US\$/metric ton)*

Ports	2005 1st qtr	2005 2nd qtr	2005 3rd qtr
Santos	45.53	45.84	44.54
Paranagua	44.64	44.84**	43.54
Rio Grande	44.20	44.39	43.04

*correspond to the average actual values negotiated between shippers and carriers and weighted according to the magnitude of the shipped volumes

Source: Sistema de Informações de Fretes, SIFRECA, ESALQ/USP (University of São Paulo, Brazil)

**Revised figure

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Related Websites

<i>Agricultural Container Indicators</i>	http://www.ams.usda.gov/tmd2/agci/
<i>Ocean Rate Bulletin</i>	http://www.ams.usda.gov/tmd/Ocean/index.asp

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